



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

November 2013



Retrieval the easy way! George Fay seen returning with Janice Kowalski, Cooper and Regan at the Patetonga Scale day after a good flight from his Coupe d'Hiver model

Tomboy & Texaco

Tomboy and 1/2A Texaco will be flown as a monthly competition at either the AMAC field at Karaka or the Tuakau Club field.

Contact Keith Trillo for confirmation of site and possible postponement,
Mobile: 027 460 7180.

AMAC placings count to event Club points



AUCKLAND MODEL AERO CLUB [INC]

85th Anniversary

[1928 - 2013]

This year our club celebrates its 85th year of continuous operation. Join us on this momentous occasion at our December 2nd club night. Keep this evening free.

Come and enjoy some light refreshments and a piece of Xmas cake with us. Wives and girl friends welcome.
RSVP to Trevor Martin (4163565) by November 25th.

More details in the December Slipstream.

Slipstream contributions

Contributions of photos and information about latest projects are very welcome for the Building Board section of the bulletin. Field reports and articles are too! Please just send them in.

Deadline for articles for the December Slipstream is November 27.

Editorial – An affair with Frankenstein

I recall an encounter with a strange looking model aeroplane, as probably, on reflection, the first free flight IC powered model that I had seen as a youngster. The big ‘boots’ hanging on the undercarriage and the fuselage with bright green silk covering left a lasting impression. Not that this was any beauty. It had a vague resemblance to full-size aircraft of the day like Austers (of course) but only slight. And how that small engine, probably an ED Comp Special, got this 50” model airborne was a mystery to me.

Not that any of this prevented an ongoing intrigue with this model. In the years that followed, I quietly got on with building sport models for my newly acquired Mills .75 (paper run earnings), like the Keil Kraft Pirate and Mercury Magna. I never did see that model fly but I did learn later that it was an APS Frankenstein.

Later when I returned to aeromodelling again it was dropped into my nostalgic ‘must track down list’ and I even got as far as photocopying the magazine article and plan. But nothing more. The Aeromodeller plan confirmed that it certainly was a simple slab sided model with the contradictory description of “a 50 inch Precision power model”, by Aeromodeller and “a sport model rather than a contest model” by its designer M. W. Thompson. Eventually I did acquire the building plan and had high hopes of building the model as a nostalgic project, however, more pressing free flight scale projects got in the way.

A month or two ago the Frankenstein came back into my consciousness again through a report by Ricky Bould, on the BMFA Free Flight Nationals (refer to July Slipstream). Mick Taylor had scooped the pool with it in Bowden. This is a class that I have always associated with natty designs like Vic Smeed’s Pushy Cat, so through it, in my mind at least, Mick has certainly given new recognition to what I had regarded as a simple (plain is too unkind) looking model. Perhaps the Frankenstein has some character that I had not recognised. Not a bad APS design for an eighteen year old in 1949.

Stan Mauger



Mick Taylor's Frankenstein off to victory in Bowden.

Monthly Club Night - Mike Fairgray reports

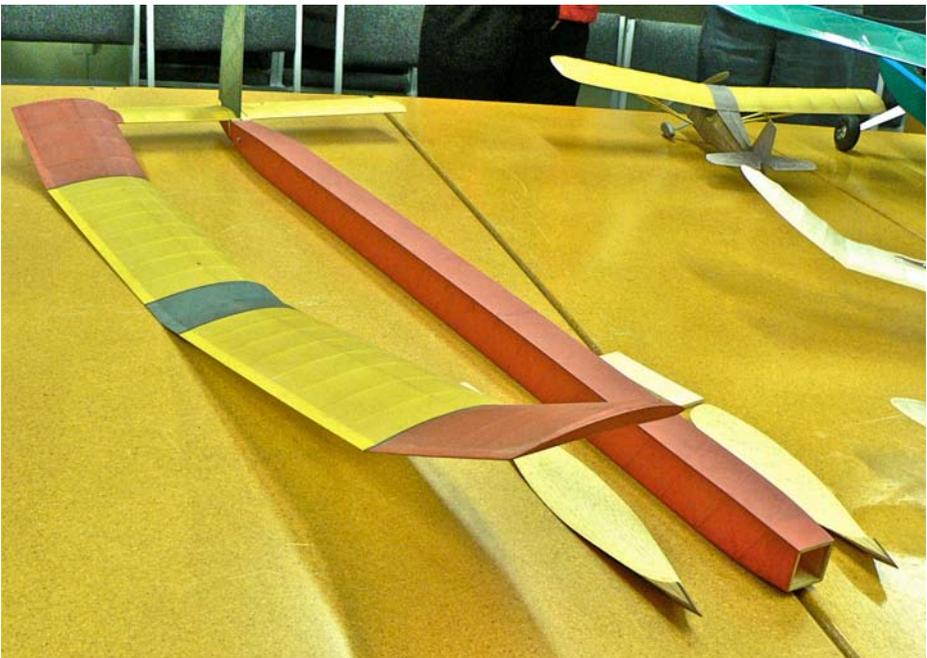
7-10-13

Present were John Bercich, Guy Clapshaw, Paul Cosbrook, Maurice Cronin, Martin Evans, Paul Evans, Mike Fairgray, George Fay, Tony Hill, Angus Macdonald, Trevor Martin, Stan Mauger, Geoff Northmore, Arthur Pearce, John Poletti, Don Spray, Keith Trillo, Charles Warren and Keith Williamson. Apologies were received from Ricky Bould and Brian Spencer.

The usual notices for flying dates were noted as well as a reminder that Patetonga Scale day was to be held on the 20th October, that Hoteo was now open for flying and that the combined flying event with Tuakau MAC had been delayed.

The night's theme was Rubber Models

A low turnout of models this month. First up was Keith Williamson's Jabberwocky that he flew at the 1997 SAM's Champs when he attended with Terry O'Meara. Trevor Martin had brought along a model that he started some years ago. The fuselage was square in shape and was at least five foot six inches long! Tail and fin were fitted and prop blades were completed but no nose block as it had gone missing. Trevor explained that the wing sat on raised strips glued to each side of the top of the fuselage and while the wing was complete the attachment points were not. Question, HOW MUCH RUBBER??? And no doubt a strong winder and person doing the winding.



Above: Trevor Martin brought along this rubber model featuring a very long fuselaged and as yet unflown.

Keith Trillo had brought along completed parts for his peanut Fike Model E, which had added ailerons and Spirit of St Louis built from a peanut Dumas kit. A new electric Tomboy rounded off his group. This had the controls to the rudder and elevator contained inside the fuselage. Another neat piece was a cowl to cover the electric motor which slid in from the front secured by short pins and a magnet. The cowl gave the nose a very nice look. Keith had to add a little weight in with the battery to bring the model up to 1/2A Texaco specifications. The model has little gliding ability and this is currently being sorted out with free wheeling, fixed prop and prop size combination. During the build he compared the weight of the covering using mylar and tissue as used in his first Tomboy against heavy tissue used in the electric version and found little difference in weight though obviously the mylar/tissue combination was the stronger of the two.

Angus Macdonald had along two Modelair classics, a Peanut stick rubber model and the Sportster. The Sportster which is a design of the 1970's was covered in Litespan.

Stan Mauger had a smart looking rubber powered Keil Kraft Auster Arrow spanning 21 inches with a dark blue covering and white stripe down each side. This is the cowed version. The more numerous of the model showed the cylinders out each side of the cowl. The model is flown in outdoor kit scale class and has seen flying at Patetonga scale days.



Above: Keith Williamson's Jabberwocky, taken to the SAM Champs some years ago and sporting a US Flag decal.



Top: George Fay's new TK4 and Folkerts Racer both at testing stage.
Above: Stan Mauger's Keil Kraft Auster Arrow flies well even with original kit wood.

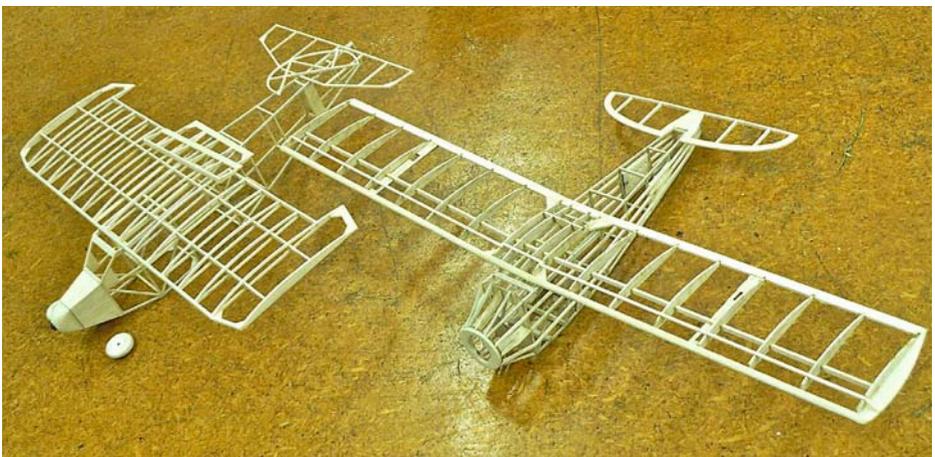
George Fay has been building again and this time he presented two new models. The first being a small peanut model of the Folkerts Speed King SK3 Jupiter from a plan that was published in Model Builder magazine. It turned out a little larger than expected due to the incorrect sizing when copying from the original plan. However it looked good and is in the process of being trimmed for flight. The second model was a DH TK4 in splendid looking red with a white stripe down each side. It has been test flown but a bent prop shaft is affecting the flying. Once this is sorted the model should be good to go. The TK4 was built in 1937. The only TK4, registered G-AETK, was first flown on 30 July 1937. It was ninth in the 1937 Kings Cup Race at a speed of 230.5 mph. The aircraft crashed on 1 October 1937 killing the pilot R.J. Waight while he was attempting a 100 km class record.

Next in line was an electric version of the Sky Master duration model of the 1950's. Apparently test flights have been undertaken which surprised Martin Evans with its rapid acceleration. Like Keith Trillo's model, Martin was having trouble with its lack of glide after motor shutdown and like Keith he is experimenting with prop size and locked or free-wheeling prop.

Keith Williamson had a genuine British version Oliver Tiger 2.5cc engine for sale. Paul Crosbrook had a plan which he was hoping someone could put a name of the model to and a Tomboy tail, to get advice on whether the elevator had enough movement for adequate control. The overall opinion was that it had.

Mike Fairgray had along three models. First up was a rubber scale Citabria from an Aero-modeller plan, and sitting next to this was a Keil Kraft SE5 with a Mini Super R/C model designed by David Boddington dominating the two small models.

The group then retired for coffee and biscuits, or to look through the magazines that Mike Fairgray had brought along, as well as the added bonus of a selection of magazines free to a good home supplied by Guy Clapshaw and Charles Warren.



Above: Immaculate building evident Keith Trillo's Peanut Scale Fike and Spirit of St Louis for Indoor Kit Scale.



Upper: Angus Macdonald bought along Peanut and Sportster, two Modelair classics.

Above and Left: Mike Fairgray's SE5 and Citabria both about ready for some testing.

Opposite page

Top: Neat cowl here evident in Keith Trillo's nicely built APS Tomboy.

Centre: Mike Fairgray's Mini Super looks close to flying stage.

Below: Martin Evans brought this nicely finished, fast climbing Sky Master.



Patetonga FF Scale Day - Stan Mauger

20-10-13

The day was down for trophy events but most fliers spent much of the morning trimming and testing models. It was a great day for this with almost dead calm conditions after the early morning fog seen on the journey down. It really felt like being on a farm as farmer and baler came into the paddock that we had chosen for flying, calling for a move of cars and model gear to next paddock.

Overall, rubber-powered models were flying best and several fliers took advantage of the great conditions to put in entries for plan scale and open rubber.

George Fay's Me109 flew impressively until he broke the prop on its second flight. Don Spray had his DH Puss Moth flying well and his Taylorcraft is starting to look good. Stan Mauger's Helio also flew a stable pattern but could have done with a few more winds to get more altitude, whilst his Keil Kraft Auster Arrow climbed away from the launch and gained good height. Ricky Bould had Kit Scale and CO2 Comper Swifts flying well, but his Fairey Barracuda is still a work in progress.

In power, Don had his Heinkel and Piper Pawnee both needing only some taming of the turn to fly well. Ricky concentrated on flying his Banks powered Venomneezzer, leaving the Auster AOP9 in its box. Stan was not getting enough power in his Comet Aeronca or newest 48" Auster and had to settle for nice straight powered glides. George Fay's Corsair had plenty of power with PAW installed to replace DC Sabre, in some tight turning flights but on its last flight the model was damaged beyond field repair. Martin Evans gave Paul some help in an attempt at getting his PAW to run in the Bristol Brownie but to no avail, so this model stayed earth-bound.

There was some great open rubber flying too, with good times achieved by Don with his One Night 28 and George with his Coupe d'Hiver model that he under wound to save long retrieval.

During the morning visitor Mike Stoodley gave great service in timekeeping. A special thank you too, to Peter Kowalski for the use of the farm again and to Janice for help with retrieval.



Left: Ricky Bould's Venomneezzer made some flights during the morning but may need more power.



Top Left: Don Spray running up the Frog 100 in his DH Beaver.
Top Right: George Fay with re-engined Vought Corsair.
Lower: Martin Evans offering Paul a hand to get the PAW running.



Top: Ricky's Fairey Barracuda taking a rest between flights.

Centre: George's rubber models beside his Corsair. Don't miss the NA Mitchell nestled under them to the left.

Lower: Stan's as yet unpainted 48" Auster was down for some testing.

Karaka Diary - Keith Trillo

20-10-13

This was a pleasant morning with partly cloudy conditions and light winds. Members present were Bryan Spencer, Ross Northcott, Angus Macdonald and Keith Trillo.

Angus flew his electric Humming bird and Ross his electric Tomboy.

The highlight of the morning was Bryan flying his 1/2 A Texaco Slicker on its maiden flight.

The Cox .049 was giving plenty of power and the climb was rapid, resulting in Bryan having to induce spiral descents at times to prevent the model from getting too high.

Work will be required to tame down the Cox .049 for future flights.

Electric Tomboy

Keith Trillo **15:56**

Bryan Spencer 11:12

IC Tomboy

Keith Trillo 3:18 **5:41**

Bryan Spencer 2:56 **3:40**



Top: The only way to fly and time electric Tomboys.

Left: Bryan Spencer with his KK Slicker

Aka Aka Diary - Charles Warren

6-10-13

This was a good flying day and at least nine members were present and some brought along friends to watch the fun. A new slimmed down, healthy, Mike Mullholland was there with a smart new Super Scorpion powered by an ASP 30. It flew gracefully from a hand launch and circled at a slow and stately speed before executing a loop and landing again smoothly on the strip. Tony Plow had a new low wing Kyosho Calmato Sports with a Kyosho 45 powering it. Grant Domigan took it for its first flight and trimmed it out. Grant also had his large Yak 55 and was practising his IMAC routine. Brett Naysmith flew his Edge 540 with 35 cc petrol engine but unfortunately the grass was long enough where he landed to remove the landing gear. Stuart Ward was exercising his Greenly Tug which has had some repairs after bending the fuselage. Michael Derecourt was flying his Piper Cub with no problems. Charles Warren was having engine problems so his low wing AT 40 variant remained grounded. Paul Cosbrook was lending moral support having cruised out on a very smart 1300cc motorbike and Lloyd Hull was in attendance to encourage us.



Above: Tony Plow setting up his new Kyosho Calmato low-winger.



Above: Mike Mulholland's handsome KK Super Scorpion at start-up and top, in flight.

Hangar Rat at Balmoral - Angus Macdonald

30-9-13

What do you call a group of eight rats? “Infestation ?” It was good to see their popularity growing. The hall was not cold. Could this be a result of a large group of martial arts pupils doing their thing for the previous hour? There was a strong wind outside but there was very little drift after closing the outside doors. Test flying was soon under way. One test flight of just under two minutes without reaching the rafters confirmed the lack of drift.

Keith Trillo started the ball rolling with a solid 1m.30s. with his ‘Composite’, which combined the fuselage etc of his ‘good’ model (the wing of which suffered ‘depletion’? at a previous meeting) with his ‘Chequered Chicken’ wing. Further flights suffered from rafter banging.

Bruce Keegan, with Bryan Spencer helping him with launching, was steadily increasing his times until his last flight which suffered from the ‘moving wall’ syndrome! Ricky Bould, George Fay and Keith Williamson are all relatively new to the “rat race”. They are learning that there is a lot of trimming and test flying before consistent competition flights are achieved. Ricky’s flights improved steadily until a wall jumped in the way!

George’s model resisted all attempts to trim in the ‘normal’ right hand circle until a drastic change to the trim tab turned it left. “Ahh! That’s better” it said. “I like it this way”. But too late for more than one hurried contest flight. The “Corrigan” syndrome ? Then there is the “LUCK” factor. Angus had more than his fair share in getting three ‘rafter banger’ flights with landings on a clear floor.

John Swales , who opens up and brings the tea, coffee and bikkies (thanks John, a most important part of the evening), was flying his Yak? foamie 3D. He has obviously been flying choppers too long as all this ‘conventional’ aircraft could do was hang on its prop! John was very considerate in that he brought it down immediately he saw the somewhat more fragile Rats ready to fly.

Results

1. A. Macdonald	2:10	2:40	2:50
2. K. Trillo	1:30	0:44	1:40
3. B. Keegan	1:23	1:40	0:37
4. R. Bould	0:32	1:14	1:06
5. G. Fay	0:37		

Opposite page

Top: Keith Trillo packing on the winds for his Hangar Rat.

Lower: George Fay talking Rats with Bryan Spencer (left) and Bruce Keegan (right).





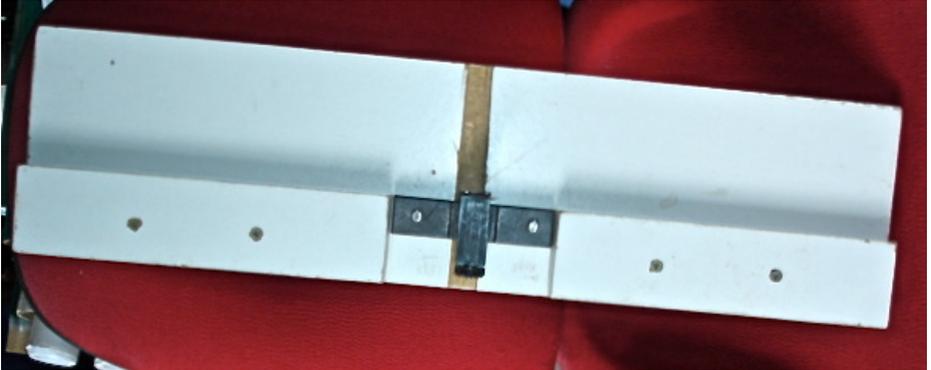
Upper: Ricky Bould winding and George Fay conferring with Keith Williamson (obscured).

Lower: Three Hangar Rats and small Modelair Hornet in Angus Macdonald's model box.

Mike's favourite tools-

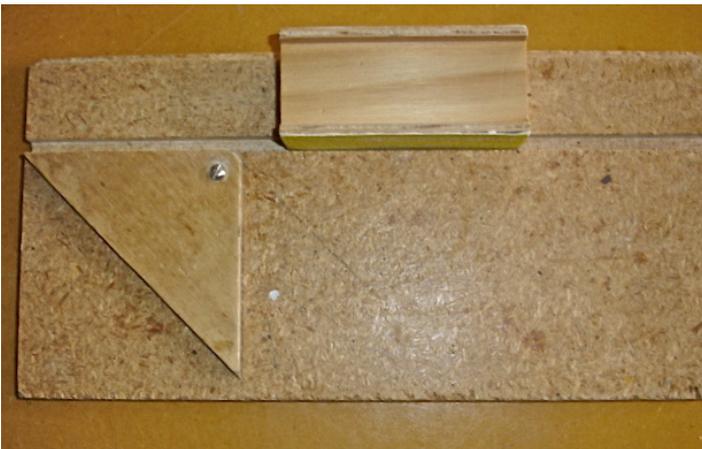
Wood striping jig

As I like to strip my own wood (works out cheaper) I found that accuracy when using the Master Airscrew stripper by hand was difficult especially when doing 1/16 strips from hard to medium wood. I have made up a jig that allows me to keep the balsa being stripped in line with the stripper's blade, giving me a near perfect strip at the desired width. I have screwed a piece of 2"x 3" block to the bottom of the jig which allows me to clamp the jig into a bench vice. The attached photo should show enough for you to make one of your own if you so desire.



Mitre Tool

This consists of a flat piece of particle board which has a groove cut in it to accept the sanding tool. The sanding tool is made from a block that has a ply piece at each side to enable the block to slide in the groove. A piece of ply has been cut so that it forms a right angle in one side and is screwed to the board in line with the groove. Just move the shaped ply to the desired angle and sand in the angle on the piece of balsa. Very accurate and very helpful for ensuring end cuts in strip wood and square and true.



Sanding Tools

I picked up some really useful sanding tools of various shapes and sizes. The sand paper sold in a pack to complement the shape of the various tools, came in various grades and had a self adhesive backing to stick the paper directly to the face of the tool.

Unfortunately I have not seen this product since, so now make up my own shapes and use double sided tape to affix the paper to the tool.

Right angle aluminium shapes

I use these to make sure that ribs and fuselage sides are vertical. They are able to be used with clamps to hold the part while the glue dries. The addition of several holes allows the shape to be pinned firmly to the building board. Having a high and low side also increases their usefulness.



Left: A range of sanding tools.

Below: Right angle shapes seen here as used to build a Luscombe Sedan.

Wire bending tool

I have always had trouble with bending wire for undercarriages so that I get equal bends and no twist in the wire. I have three wire bending jigs which I have purchased over time. The most useful for light gauge wire, is the orange jig which allows for bending both angles and Z bends. The larger tool is for the heavier wire used on larger models.

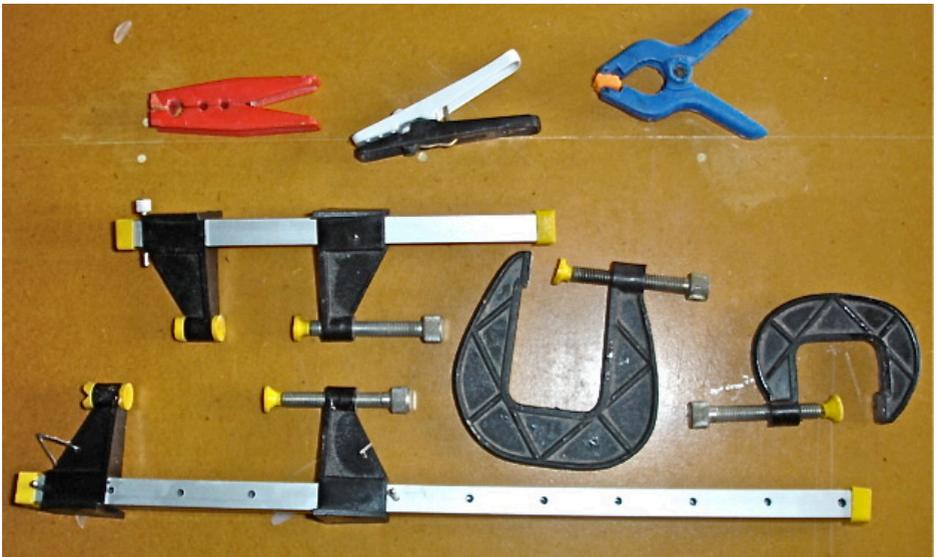
Various clamps

My most useful tools are the adjustable clamps that allow me to alter the width to accommodate large gaps. G clamps are always useful as are clothes plastic pegs.



Left: A range of wire bending tools.

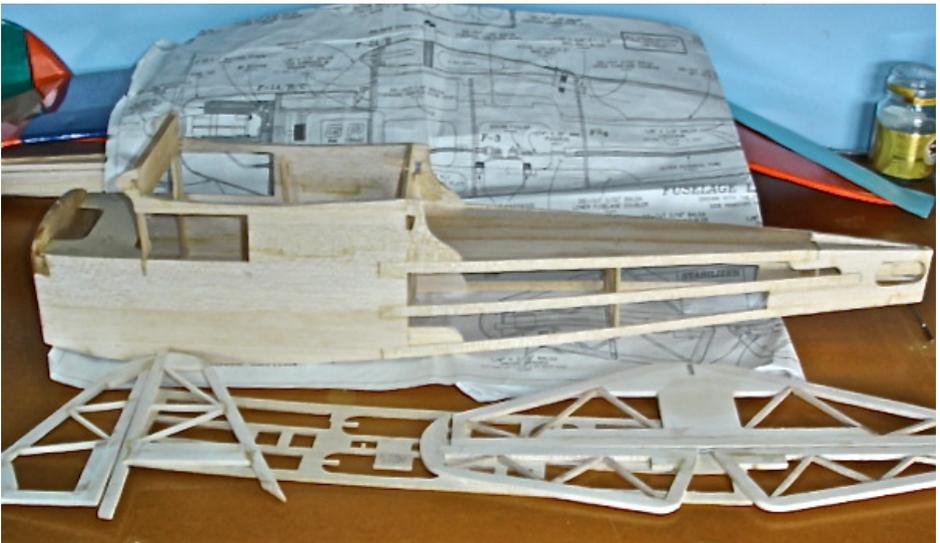
Below: The range of handy clamps described above.



Building Board

Mike Fairgray writes:

A good friend of mine, (well maybe not so good now) said to me “you make model aircraft don’t you”? Well, yes, said I hoping for some aeromodelling gem to come my way, but no, he had a short kit, a Great Planes Taylor Craft r/c power model that he had purchased off TradeMe and wanted me to help him construct the model which he would finish. So silly me said ok and when he produced the kit all it had in it was the plan, cowl, wheel pants and the ply leftovers after the fuselage parts had been removed. I should have changed my mind then and there, but no, I took the bits and said that I would give it a go. So I started on construction making up a kit of parts, of which there were many, from the ply patterns and constructed the fuselage, tail and fin. Now this was the easy part. When it came to the wings the upper and lower profile of the ribs was very much the same shape and the original ones from the kit had feet to keep the alignment correct during construction. So with no patterns for the ribs other that two drawings on the plan I have decided to change the ribs to flat lower edge much like the Sig Piper Cub, which I had previously built for another “Friend”. So that’s where I am at with this project and I will look at tackling the wing in a few weeks.



Postal Plan Scale Competition

Any rubber powered scale model built from a published plan (or kit) qualifies. Flights may be put in at any site including your local park as long as the flight is timed by someone else.

Refer to August 2013 Slipstream for rules and entry form

Calendar

For information about the location of club fields and cancellations or postponement of flying contact the field stewards

KARAKA

Sundays

Tomboy Extravaganza *(for Club points)*

Flying can take place between 10am and 2pm
(9am to 3pm for gliders and other silent models)

Karaka Steward

Keith Trillo 09 298 4161 027 4607180
careith@hotmail.com

HOTEO

Now open again for model flying

Call the field steward if you wish to fly there

Hoteo Steward

Paul Evans 479-6378 ziplly@xtra.co.nz

AKA AKA

Saturdays & Sundays

Intending fliers should phone Brett Naysmith
to confirm that there will be flying.

Instructors

Grant Domigan and Brett Naysmith

CONTROL LINE

As advised

Control line flying
Intending fliers should phone Stan Mauger
to confirm where and whether there will be flying.

C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

Balmoral

Monday November **25**

Scale: Open Rubber, Peanut, and Profile Scale
[7.30-10pm] *For Club points*

Ellerslie

Tuesday November **12**

Michael Park School Hall
Indoor radio flying (7.00-10pm)

Tuesday November **26**

Indoor Radio Scale including ARF Scale, Simple Scale and
Full Scale classes [7.00-10pm]
- for Club points

Indoor Steward

Bryan Spencer 570-5506 bspencer@xtra.co.nz

Carterton

December 31 - January 4

New Zealand 66th Nationals

Refer to Model Flying World or MFNZ website for details
BE THERE!

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Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$53 (+\$67 NZMAA) **Family** \$55 (+\$72 NZMAA)

Junior \$10 (+\$20 NZMAA) **Social** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday November 4, 2013

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Aeromodelling memorabilia, projects and engines

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome